# Route 332 Corridor Development Analysis


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For:

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# Table of Contents

# List of Tables, Maps, and Images

## 1. Introduction

New York State Route 332 is a relatively short thoroughfare (approximately nine miles) that runs from Exit 44 of the New York State Thruway (I-90) southeastward to the northern end of Canandaigua Lake, one of the Finger Lakes. The communities along the Route 332 corridor have experienced significant growth in population and physical development (residential and business) over the past two decades. Outward growth from the Rochester metropolitan area and southeastern Monroe County has transformed the once primarily rural area between the cities of Rochester and Canandaigua. The surge in population and development, particularly the Towns of Canandaigua and Farmington, caused traffic volumes to more than double on Route 332 between 1970 and 1992.

As a result, the New York State Department of Transportation (NYSDOT) commissioned a study of the transportation needs of the corridor and recommended widening Route 332 from two lanes to four lanes with construction of a median. This configuration would provide for turning movements at key intersections and thus managing access along the seven-mile section of roadway serving the Towns of Canandaigua and Farmington.

Consequently, this area north of the City of Canandaigua is now primed for further development. The effects of this development will have significant impacts on fiscal, environmental, and recreational resources affecting the quality of life for residents and the economic climate for businesses as well as the institutions and organizations of the area.

The *Route 332 Corridor Development Analysis* provides a study of the corridor that examines socioeconomic conditions of the communities along the corridor, existing land uses, and opportunities and constraints for future uses of the land along the corridor based on regulatory controls and environmental factors.

These factors provide the inputs to determine probable growth scenarios along the corridor in the form of build out analyses by the type and amount of development–residential, commercial, and industrial.

The results of the build out analyses are used to produce corresponding fiscal impact analyses to measure the impact of the projected development on public finances. The increased development along the corridor will require additional public expenditures to provide similar levels of service while also generating additional revenues for local governments.

The end result of the build-out and fiscal impact analyses will be to allow policymakers and citizens to view whether the projected development is representative of their visions for the corridor, and if this development will "pay for itself" or result in surpluses or deficits that will affect the communities.

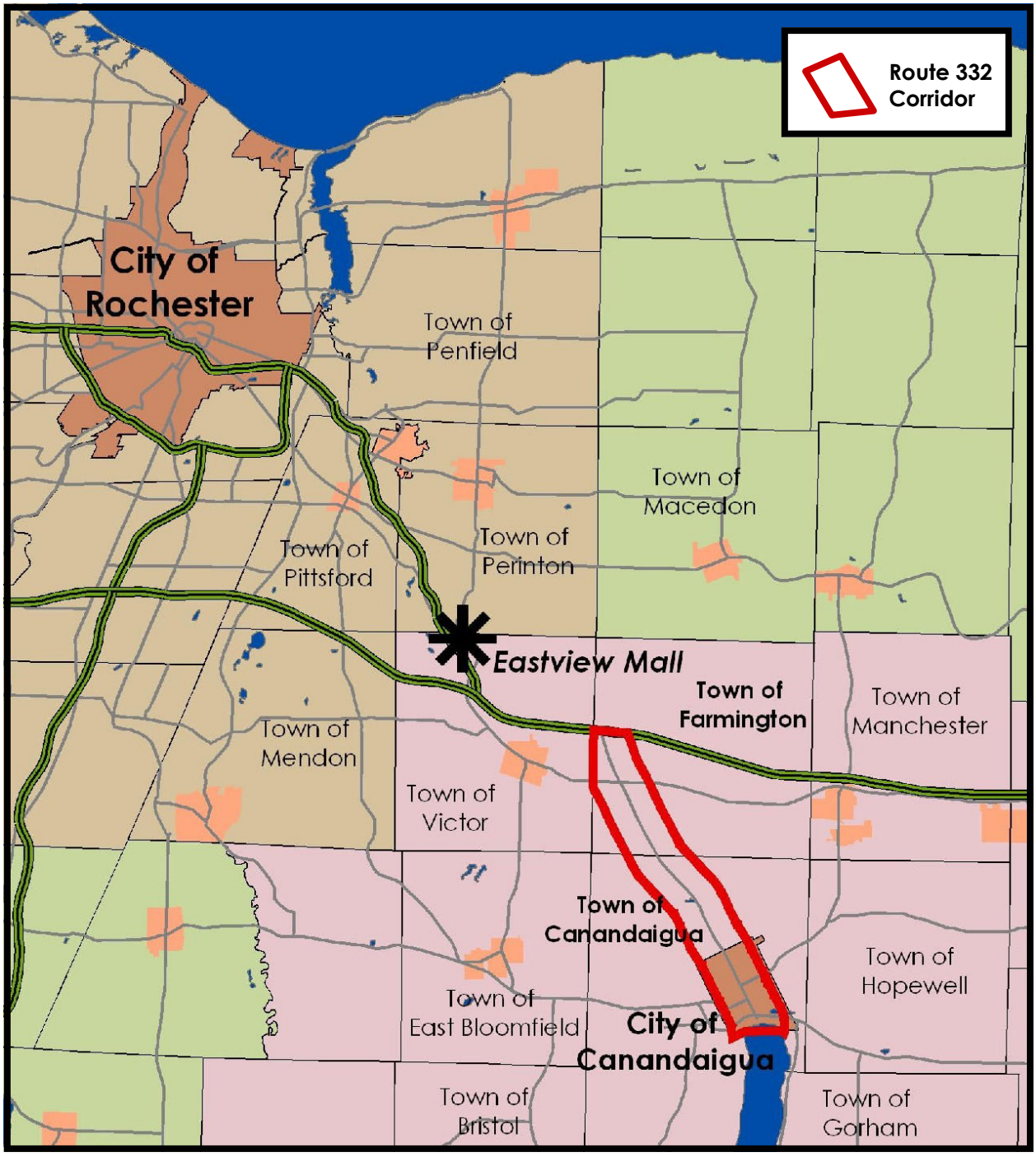
## 2. Study Area

Route 332 is a nine mile four-lane divided highway that passes through the Towns of Farmington and Canandaigua and the City of Canandaigua, all of which are in Ontario County. The study area for this analysis includes a three-quarter mile buffer on either side of the road for the entire length of Route 332, forming a one and one-half mile wide corridor. Areas north of the Thruway, the small portion of the Town of Victor within the corridor, and the water surface of Canandaigua Lake were excluded from the corridor.

The study area is also on the outer southeast portion of the Genesee Transportation Council's Transportation Management Area (TMA). Due to the size of the nine-county region, the primary focus of Genesee Transportation Council's transportation planning efforts is the developed area surrounding the City of Rochester known as the Rochester Transportation Management Area.

Image 1 - Route 332, Town of Canandaigua

Map 1 - Project Context



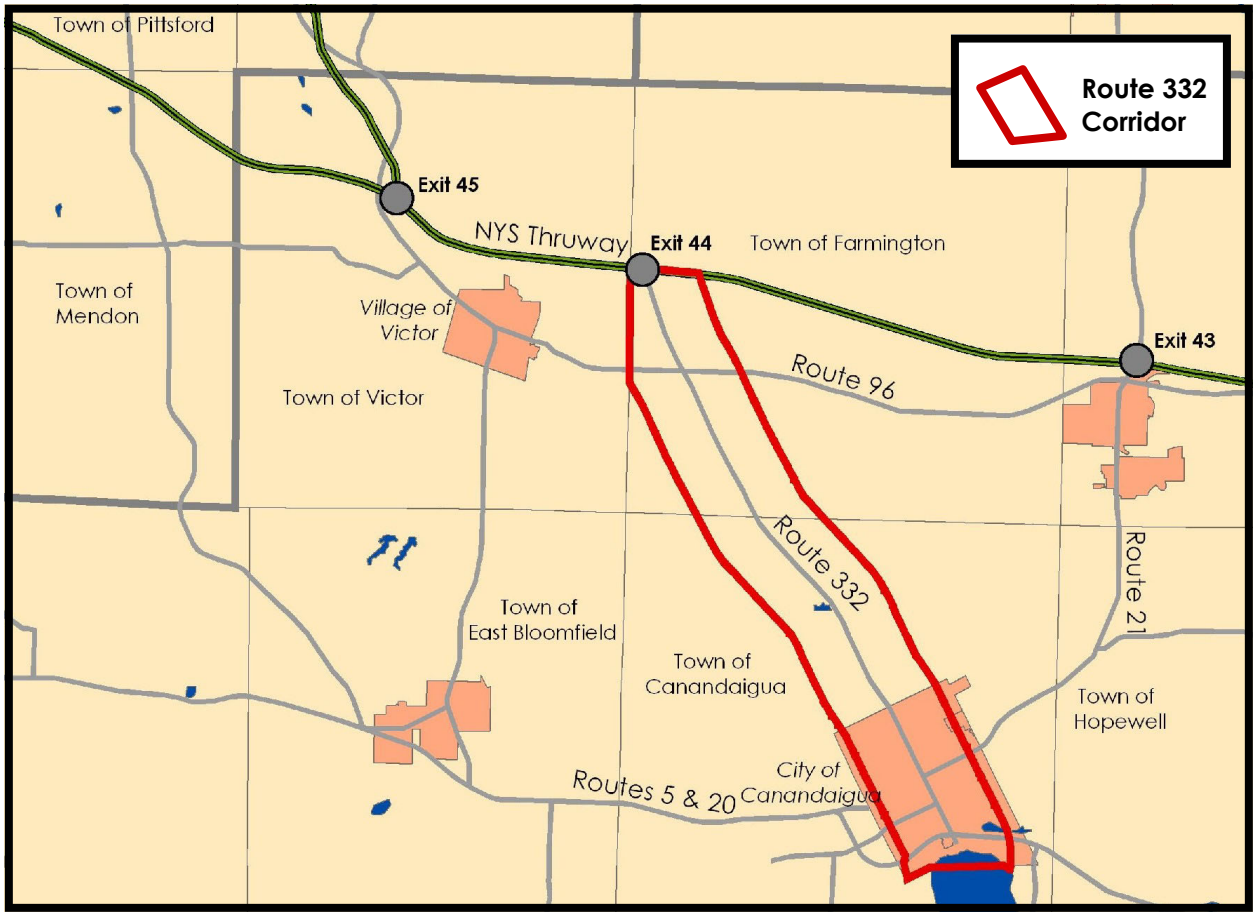
The widening of Route 332 from a two-lane road to a four-lane divided highway from Exit 44 to the Canandaigua City line occurred as a result of outward growth and development from (and subsequent increased interaction with) southeastern Monroe County. Based on data collected by NYSDOT in 1987, approximately 40 percent of all traffic on Route 332 north of the Canandaigua City line involves trips to and from Monroe County.

The Town of Victor lies between the Town of Farmington and Monroe County, and serves as a conduit between the study area and southeastern Monroe County. New York State Route 96 runs through the Town of Victor and the Village of Victor and serves as a primary connection between southeastern Monroe County and the study area. Eastview Mall, a large regional mall, and several related commercial sites are located along Route 96 in the northwestern portion of the Town immediately adjacent to the Monroe County line.

The New York State Thruway (I-90) also provides an important connection between the study area and Monroe County through connections with I-490 at Exit 45. Exit 44 of the Thruway, at the northern end of the study area, provides access to Route 332 primarily for travelers from the west and Rochester areas heading south. In 2000, entry traffic at this interchange totaled 2,657,239 vehicles and the number of vehicles exiting was 2,569,808. Of the exiting traffic, 93 percent were passenger vehicles.

Based on the growth and development patterns in the Rochester Metropolitan Statistical Area, coupled with the recently completed transportation infrastructure, the Route 332 corridor is subject to high development pressure now and for the immediate future.

Map 2 - Project Area



## 3. Socioeconomic Conditions

The following socioeconomic factors are meant to provide a general overview of the current state of population, housing, business patterns, and commutation to work attributes in the communities affected by the development within the Route 332 corridor.

On the one hand, this analysis is fortunate to have been undertaken at a time when detailed results of the most recent decennial census of population and housing have become available from the US Census Bureau. *Census 2000* data provide us with the most accurate counts and measures of general demographic characteristics including population, housing units and their attributes, and work-related commutation times.

On the other hand, Census Bureau geographies do not align with the study area. This makes it impossible to make specific statements with accuracy regarding the attributes of persons and housing within the study area. However, certain inferences can be made about the communities as a whole and therefore the portions of them that are included within the study area. The City of Canandaigua would be the one exception in that the study area encompasses nearly all of the area within the City limits.

Business pattern characteristics are extracted from the annual *County Business Patterns* and *Zip Code Business Patterns* published by the US Census Bureau. Again, the geographies at which data is available do not correspond with the study area boundaries. The 14424 zip code covers all of the study area as well as the remaining portion of the Town of Canandaigua and parts of the Towns of Bristol, Gorham, and Hopewell. The 14425 zip code includes not only the Farmington portion of the study area, but also other areas of the Town (primarily to the north and west).

### *Population*

Between 1980 and 1999, the population in the three study area municipalities increased by nearly 4,100 to a total population of 29,498 persons. This increase represented a 16 percent rate of growth, higher than that of Ontario County as a whole (13%) as well as the municipalities adjacent to the study area combined (10%), excluding the Town and Village of Victor.

While the rate of population growth exceeded that of the surrounding towns and villages (minus Victor) and Ontario County as a whole over the 20-year period, the Town and Village of Victor and the Town and Village of Pittsford (Monroe County) had population growth rates of 73 percent and 20 percent, respectively. This amounted to a population increase of nearly 9,000 persons in these Route 96 communities that connect the study area to the Rochester metropolitan area.

Among the study area municipalities, the Town of Farmington grew the most in absolute numbers with an increase of 1,652 persons (19%) from 1980 to 2000. The Town of Canandaigua had the largest growth rate at 26 percent with the addition of 1,589 new residents.

The City of Canandaigua increased its population by 845 persons over the period of 1980 to 2000, and was the only municipality in the study area to have more population growth between 1990 and 2000 than during the previous ten years.

**Table 1 - Route 332 Study Area Municipalities' Population Change 1980 to 2000**

| Municipality | 1980 | 1990 | Change 1980 to 1990 | | 2000 | Change 1990 to 2000 | | Change 1980 to 2000 | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Absolute | Percent | | Absolute | Percent | Absolute | Percent |
| City of Canandaigua | 10,419 | 10,725 | 306 | 2.9% | 11,264 | 539 | 5.0% | 845 | 8.1% |
| Town of Canandaigua | 6,060 | 7,160 | 1,100 | 18.2% | 7,649 | 489 | 6.8% | 1,589 | 26.2% |
| Town of Farmington | 8,933 | 10,381 | 1,448 | 16.2% | 10,585 | 204 | 2.0% | 1,652 | 18.5% |
| **Route 332 Study Area** | **25,412** | **28,266** | **2,854** | **11.2%** | **29,498** | **1,232** | **4.4%** | **4,086** | **16.1%** |
| *Ontario County* | *88,909* | *95,101* | *6,192* | *7.0%* | *100,224* | *5,123* | *5.4%* | *11,315* | *12.7%* |

Source: US Census Bureau, *Census 2000 - Profile of General Demographic Characteristics* (Table DP-1), 2002

At the time *Census 2000* was conducted, City of Canandaigua residents accounted for 38 percent of the residents in the three study area municipalities with the Towns of Farmington and Canandaigua comprising 36 percent and 26 percent, respectively.

***Housing - Units, Occupancy, and Tenure***

The number of housing units in the study area municipalities increased 36 percent over the 20-year period of 1980 to 2000. The most dramatic change was in the Town of Canandaigua, which gained an additional 1,199 housing units representing a 58 percent increase over the number of units in 1980.

While the Town of Canandaigua had the largest percent increase in housing units over the 20-year period, the City of Canandaigua and the Town of Farmington added similar numbers of new housing units at 976 and 1,093, respectively.

The comparable numbers of new housing units in each of the three study area municipalities likely indicates that the area faces similar development pressures and opportunities. The Route 332 corridor is an integral part of these pressures and opportunities.

The additional units built in the Town of Canandaigua between 1980 and 2000 accounted for over one-third of the overall increase in the study area municipalities. Combined, the increase in housing units in the study area municipalities represented 38 percent of all new housing units in Ontario County.

When the number of new housing units in the nearby Town and Village of Victor (1,979) are added to the three primary study area municipalities, the five municipalities represent over 60 percent of the increase in housing units in Ontario County between 1980 and 2000.

Even though the number of housing units added in the study area municipalities has outpaced the increase in residents by 25 percent over the past 20 years, only seven percent of housing units in the study area were vacant according to *Census 2000*. Occupied housing units accounted for 93 percent of all housing units in the three study municipalities compared to 90 percent for Ontario County as a whole.

Nearly one-quarter of all renter-occupied housing units in Ontario County are located in the City of Canandaigua, and the share of renter-occupied housing units in Ontario County increases to almost 40 percent when the Towns of Canandaigua and Farmington are included. The number of total housing units (renter and owner-occupied) in the three municipalities accounts for 29 percent of the total housing units in the County.

The numbers of housing units in the study area municipalities and Ontario County along with occupancy and tenure information are shown in Table 2 below.

**Table 2 - Route 332 Study Area Municipalities' Housing Units, Occupany, and Tenure**

| Municipality | Housing Units | Occupied Units | | | | Vacant Units |
|---|---|---|---|---|---|---|
| | | Owner-Occupied | Median Value | Renter-Occupied | Median Rent | |
| City of Canandaigua | 5,066 | 2,396 | $100,600 | 2,366 | $570 | 304 |
| Town of Canandaigua | 3,281 | 2,268 | $123,600 | 618 | $712 | 395 |
| Town of Farmington | 4,046 | 2,989 | $95,400 | 881 | $736 | 176 |
| **Route 332 Study Area** | **12,393** | **7,653** | **$105,385** | **3,865** | **$631** | **875** |
| *Ontario County* | *42,647* | *28,225* | *$94,100* | *10,145* | *$564* | *4,277* |

Source: US Census Bureau, *Census 2000 - Profile of General Demographic Characteristics* (Table DP-1)and *Profile of Selected Housing Characteristics* (Table DP-4), 2002

As would be expected, the City of Canandaigua's housing stock is the oldest of the three municipalities in the study area. Over 40 percent of the housing units in the City of Canandaigua are in structures built before 1940. This compares with just 20 percent in the Town of Canandaigua and nine percent in the Town of Farmington.

The Town of Canandaigua's housing stock increased rapidly in the twenty-five year period between 1970 and 1994. While one-fifth of the structures containing housing units in the Town were built prior to 1940, only 19 percent were constructed between 1940 and 1969. However, between 1990 and March 2000 an additional 764 units were built representing 23 percent of the housing units accounted for in *Census 2000*.

Nearly half of the housing units in the Town of Farmington were constructed in the 1970s and an additional 35 percent were built between 1980 and March 2000. This is consistent with, and reflects Farmington's rural legacy as well as the impact of the Thruway interchange in the northern portion of the Town and outward growth from the Rochester metropolitan area.

***Business Patterns***

According to the *1999 County Business Patterns* and *1999 Zip Code Business Patterns*, one-third of all Ontario County businesses and nearly 40 percent of all persons employed by Ontario County businesses were located in the zip codes covering the Town and City of Canandaigua (14424) and the Town of Farmington (14425).

**Table 3 - Route 332 Study Area Zip Codes' Number of Establishments by Industry Sector**

| Industry | Zip Code | | **Route 332** | *Ontario County* |
|---|---|---|---|---|
| | 14424 | 14425 | **Study Area** | |
| Mining | 0 | 0 | **0** | *10* |
| Utilities | 1 | 0 | **1** | *2* |
| Construction | 71 | 23 | **94** | *306* |
| Manufacturing | 36 | 9 | **45** | *164* |
| Wholesale Trade | 41 | 10 | **51** | *146* |
| Retail Trade | 127 | 21 | **148** | *526* |
| Transportation and Warehousing | 10 | 4 | **14** | *43* |
| Information | 9 | 0 | **9** | *49* |
| Finance and Insurance | 40 | 2 | **42** | *108* |
| Real Estate & Rental and Leasing | 17 | 4 | **21** | *66* |
| Professional, Scientific, and Technical Services | 66 | 5 | **71** | *193* |
| Management of Companies and Enterprises | 1 | 1 | **2** | *6* |
| Administration, Support, Waste Management and Remediation | 34 | 10 | **44** | *113* |
| Educational Services | 8 | 0 | **8** | *21* |
| Health Care and Social Assistance | 59 | 15 | **74** | *186* |
| Arts, Entertainment, and Recreation | 17 | 12 | **29** | *67* |
| Accommodation and Food Services | 64 | 20 | **84** | *257* |
| Other Services (except public administration) | 65 | 18 | **83** | *247* |
| Auxiliaries (except corporate, subsidiary, and regional management) | 3 | 2 | **5** | *7* |
| Unclassified establishments | 10 | 1 | **11** | *34* |
| Total | *679* | *157* | **836** | *2,551* |

Source: US Census Bureau, *1999 County Business Patterns & 1999 Zip Code Business Patterns* , 2001.

The establishments within the study area zip codes account for more than one-quarter of all Ontario County establishments in 18 of the 20 aggregated industry classifications used by the Census Bureau. In 13 of the 20 industry aggregations, businesses in the 14424 and 14425 zip codes account for one-third or more of all Ontario County establishments in these sectors.

This demonstrates significant concentration in such economic sectors as: wholesale trade; finance and insurance, real estate; professional, scientific, and technical services; management of companies and enterprises; education; health care, arts, recreation, and entertainment; and miscellaneous services among others.

Table 3 on the preceding page provides a breakdown of establishments by sector and zip code for the study area and Ontario County based on *1999 County Business Patterns* and *1999 Zip Code Business Patterns*.

Among the two zip codes in the study area, over three-quarters of all business establishments are in the 14424 zip code. All of the businesses in the information and educational services industries are within this zip code with over 90 percent of the establishments engaged in finance and insurance, professional, scientific, and technical services, and those firms unclassified by the Census Bureau are also located in the 14424 zip code.

The influence of Monroe County as the economic center of the metropolitan area and the movement out from the City of Rochester to the southeast along Route 96 is evident when the business pattern data for the 14564 zip code that covers Victor are added to those of the study area zip codes.

Over 60 percent of all establishments in Ontario County and more than half of those in the manufacturing, wholesale and retail trades, finance and insurance, real estate, health care, arts, entertainment, recreation, accommodation, food service, and other service sectors are located in the 14424, 14425, and 14564 zip codes.

***Commutation to Work***

According to *Census 2000*, there were 12,725 workers residing in the three study area municipalities. Of these workers, 83 percent drove alone to work nearly mirroring Ontario County as a whole (82%). An additional 1,425 workers carpooled to work (9%) bringing the total number of workers in the study area municipalities commuting to work by car, truck, or van to 92 percent.

The remaining 1,159 workers living in the study area municipalities used public transportation (including taxicabs), walked, used other means, or worked at home. The percentages of workers from the Towns of Canandaigua and Farmington who traveled to work by private automobile was greater than that of Ontario County as a whole; 93 percent and 96 percent, respectively, compared to 92 percent for the County

The City of Canandaigua had the largest percentage of workers (11%) who commuted to work other than by private automobile. The 584 City of Canandaigua residents who traveled to work by public transportation, walking, other means, or who worked at home was more than the number of residents who did the same in the Towns of Canandaigua and Farmington combined (575 workers).

Of these nearly 600 workers from the city, 362 (62%) walked, 107 (18%) worked at home, 69 (12%) used public transportation, and the remaining 46 (8%) used other means to commute to and from their jobs. More than 70 percent of the study area residents who walked or used public transportation to commute to work in 2000 were from the City of Canandaigua.

The mean (or average) travel time to work for an employee residing in the study area municipalities was 21.8 minutes in 2000. City of Canandaigua residents had the lowest mean travel times among the three municipalities at 19.8 minutes. The mean travel time to work for Town of Canandaigua residents was 22.5 minutes. Workers living in the Town of Farmington had a mean travel time equal to that of Ontario County residents as whole: 23.2 minutes.

The commutation to work attributes for the study area municipalities and Ontario County based on *Census 2000* data are shown in Table 4 on the following page.

| Table 4 - Route 332 Study Area Municipalities' Commuting to Work Attributes | | | | | | |
|---|---|---|---|---|---|---|
| | | City of Canandaigua | Town of Canandaigua | Town of Farmington | **Route 332 Study Area** | *Ontario County* |
| Drove Alone | Number | 4,077 | 3,566 | 5,082 | **12,725** | *40,859* |
| | Percent | 77.1% | 85.6% | 86.8% | **83.1%** | *81.8%* |
| Carpooled | Number | 627 | 289 | 509 | **1,425** | *4,663* |
| | Percent | 11.9% | 6.9% | 8.7% | **9.3%** | *9.3%* |
| Public Transportation | Number | 69 | 7 | 22 | **98** | *396* |
| | Percent | 1.3% | 0.2% | 0.4% | **0.6%** | *0.8%* |
| Walked | Number | 362 | 61 | 69 | **492** | *2,000* |
| | Percent | 6.8% | 1.5% | 1.2% | **3.2%** | *4.0%* |
| Other Means | Number | 46 | 34 | 36 | **116** | *253* |
| | Percent | 0.9% | 0.8% | 0.6% | **0.8%** | *0.5%* |
| Worked at Home | Number | 107 | 209 | 137 | **453** | *1,780* |
| | Percent | 2.0% | 5.0% | 2.3% | **3.0%** | *3.6%* |
| Mean Travel Time (in minutes) | | 19.8 | 22.5 | 23.2 | **21.8** | *23.2* |

Source: US Census Bureau, *Census 2000 - Profile of Selected Economic Characteristics* (Table DP-3), 2002

**4. Existing Land Uses**

A prerequisite to the determination of probable future land uses (the ultimate goal of the build out analysis), is an inventory of the existing use of land. The data analyzed were provided by the Ontario County Planning Department, and are based on assessors' records. Included in this analysis are approximately 6,100 parcels totaling over 10,000 acres. A survey of current land uses reveals a varied mix of uses along the nine-mile corridor.

The City of Canandaigua displays a relatively dense built form having developed before widespread automobile use. Commercial land uses cluster in two areas, the historic downtown area along Main Street (Route 332) and the newer auto-oriented strip retail along Route 5 and 20 east of Route 332. Single and multi-family residential are located on a connected grid of side streets on either side of Main Street. Industrial uses are located in pockets along the City's edge, particularly along current or former railway lines.

At the other end of corridor, the Town of Farmington's landscape has been transformed over the past 25 years with an infusion of commercial strip development fronting on Route 332 and residential subdivisions set back along curvilinear residential roads and cul-de-sacs amid former farms and open lots.

Located between the City and Farmington, land use patterns along the corridor in the Town of Canandaigua subsequently fall between the two extremes. Along the southern portion, development relates more to the adjacent areas of the City of Canandaigua with an evident transition to rural and suburban development to the north.

The three primary land uses within the corridor are residential, agricultural, and vacant properties. Combined, these three land uses account for nearly three-quarters of the land area in the corridor with commercial and recreational (including public parks) uses occupying nearly 20 percent.

The remaining land within the corridor is devoted primarily to community service and industrial uses. The acreage within the corridor by generalized land use categories is shown in Table 5 and Map 3 on the following pages.

| Table 5 - Route 332 Study Area Acreage by Generalized Land Use Category | | | | | |
|---|---|---|---|---|---|
| Land Use Category | City of Canandaigua | Town of Canandaigua | Town of Canandaigua | **Route 332 Study Area** | |
| Residential | 811.6 | 678.3 | 1,167.3 | **2,657.2** | 26.0% |
| Agricultural | - | 1,471.2 | 1,090.7 | **2,561.9** | 25.0% |
| Vacant | 216.7 | 840.1 | 1,141.2 | **2,198.0** | 21.5% |
| Parks, Recreation, and Entertainment | 287.5 | 414.4 | 273.6 | **975.5** | 9.5% |
| Commercial | 251.6 | 385.5 | 270.5 | **907.6** | 8.9% |
| Community Services | 357.5 | 90.8 | 45.0 | **493.3** | 4.8% |
| Industrial | 169.8 | 98.5 | 83.0 | **351.3** | 3.4% |
| Public Services | 49.2 | 8.3 | 28.1 | **85.6** | 0.8% |
| Total | 2,143.9 | 3,987.1 | 4,099.4 | **10,230.4** | 100.0% |
| Source: Ontario County Planning & Research Department, 2001. | | | | | |

***Residential***

Included in the over 6,000 parcels wholly or partially within the Route 332 corridor, nearly 3,000 acres of land are devoted to residential uses. This amounts to 27 percent of the total area of the corridor. Just over half of all residential land use in the corridor is for single-family homes.

Average lot sizes for single-family homes in the corridor are less than one-half of one acre in the City of Canandaigua and the Town of Farmington. This is in contrast to the size of single-family residential parcels in the Town of Canandaigua which are almost four times as large, averaging 1.2 acres per parcel.

While smaller single-family lots would be expected in the City, the concentrations of single-family residences in subdivisions in the portion of Farmington that are in the corridor result in smaller average lot sizes there.

In Farmington, major subdivisions within the corridor are located to the northwest and southeast of County Road 41 on both sides of Route 332. Other smaller subdivisions are located to the north of Route 96 along Hook Road and along Canandaigua-Farmington Townline Road off of Route 332 to the west. (see Map 4, pg 11)

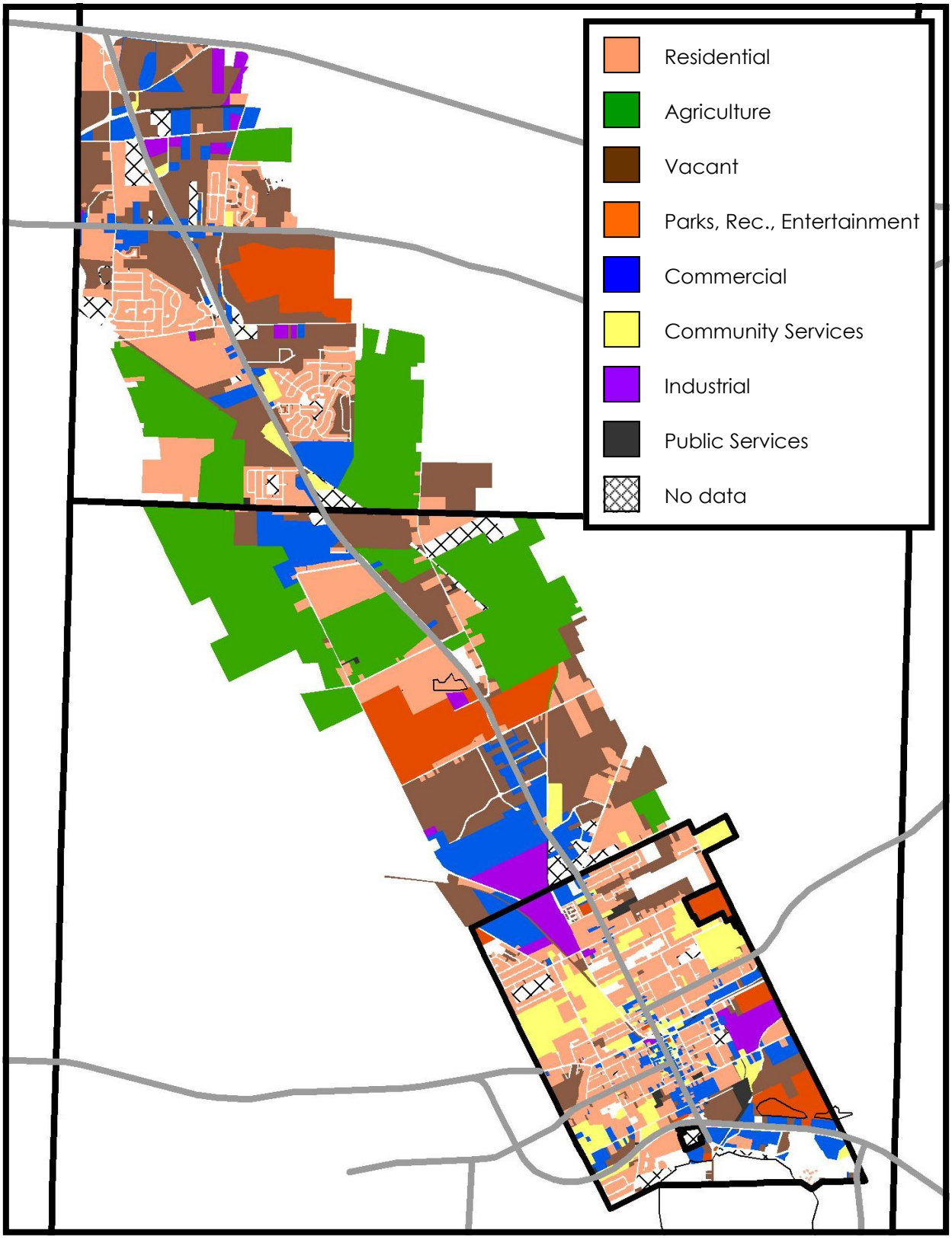
In the Town of Canandaigua, single-family residential development is located along Brickyard Road and Thomas Road as well as the south side of North Street to the east of Route 332 bordering the City. Larger lot single-family residences can be found on County Road 8, County Road 28, and Emerson Road. (See Map 4, pg 11)

Rural residences of ten or more acres comprise 22 percent (approximately 640 acres) of the land devoted to residential uses in the study area. In the Town of Canandaigua, there is a large rural residence at the intersection of Purdy Road and Route 332 and the remaining rural residences with ten or more acres are on the eastern border of the study area along Emerson Road and County Road 28.

Multi-family residential uses comprise 630 acres or 22 percent of the land area devoted to residential uses and six percent of the total acreage in the study area. The land on which multi-family residences are located is distributed almost equally between The City and the Towns of Canandaigua and Farmington.

Two-family residences and apartments account for 96 percent of the multi-family land uses in the study area. Three-family residences occupy an additional three percent of the land area devoted to multi-family residential uses, and parcels with multiple residences make up the for the remaining one percent.

Map 3 - Existing Land Use



In Farmington, the majority of multi-family residences are located west of Route 332. A 126-acre parcel at the southwest corner of the intersection of Route 332 and County Road 41 contains a two-family residence. This single parcel accounts for over 60 percent of the land area in Farmington used for multi-family housing.

The largest amount of multi-family housing in the Town of Canandaigua is located in the 146-acre Centerpointe planned unit development. The remaining multi-family residential uses are located in the same areas of the corridor as the higher density single-family residential areas.

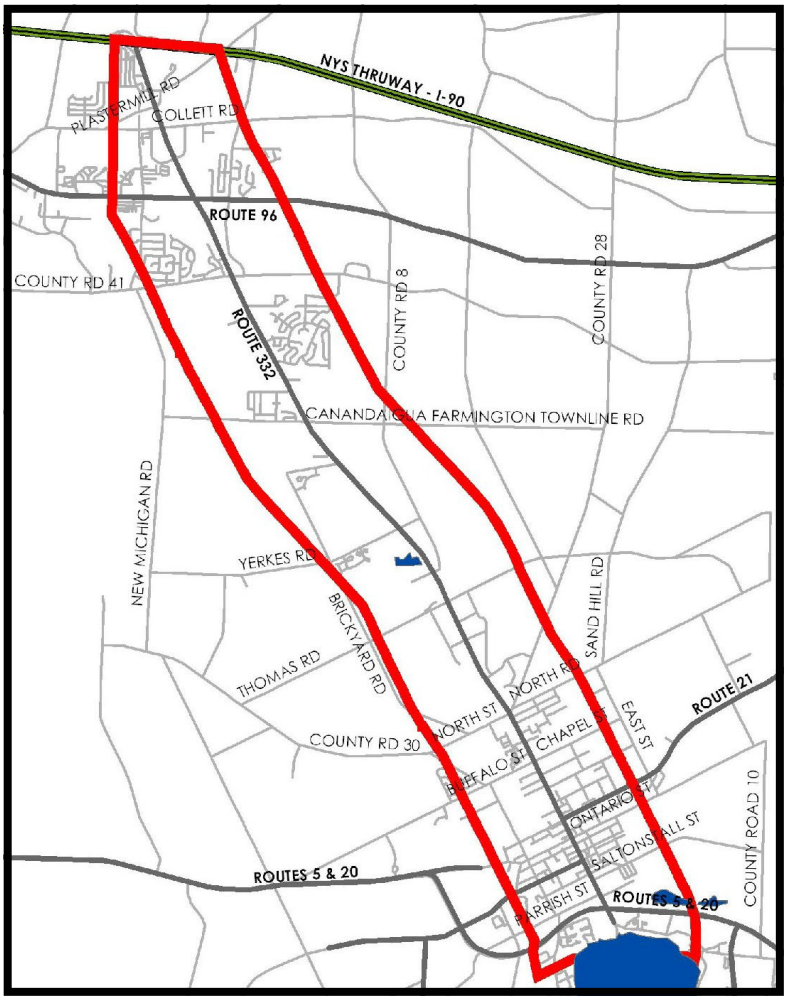
Within the City of Canandaigua, multi-family housing is interspersed with single-family housing. There is a nearly equal amount of land used for two-family residences as there is for apartments. Nearly all of the three-family residences in the study area are located in the City in large older structures that were originally built as single-family homes.

Immediately southwest of the Thruway interchange is the Hunts mobile home park (MHP) in Farmington. Two other mobile home parks in Farmington are located along Mertensia Road near Route 96.

The only MHP in the Town of Canandaigua in the study area is located on Purdy Road. Just over half of the mobile homes on individual lots (those not located in a MHP) are in the Town of Canandaigua with the others in the Town of Farmington.

There are three MHPs in the City of Canandaigua: the Red Jacket MHP, Lakeside MHP, and Canandaigua MHP. All are located in the southwest corner of the City. The Red Jacket and Lakeside MHPs are located between Eastern Boulevard (Routes 5 & 20) and Lakeshore Drive east of Booth Street. The Canandaigua MHP is located at the junction of Saltonstall Street, Phelps Street, and Jefferson Avenue.

Map 4 - Local Road Network



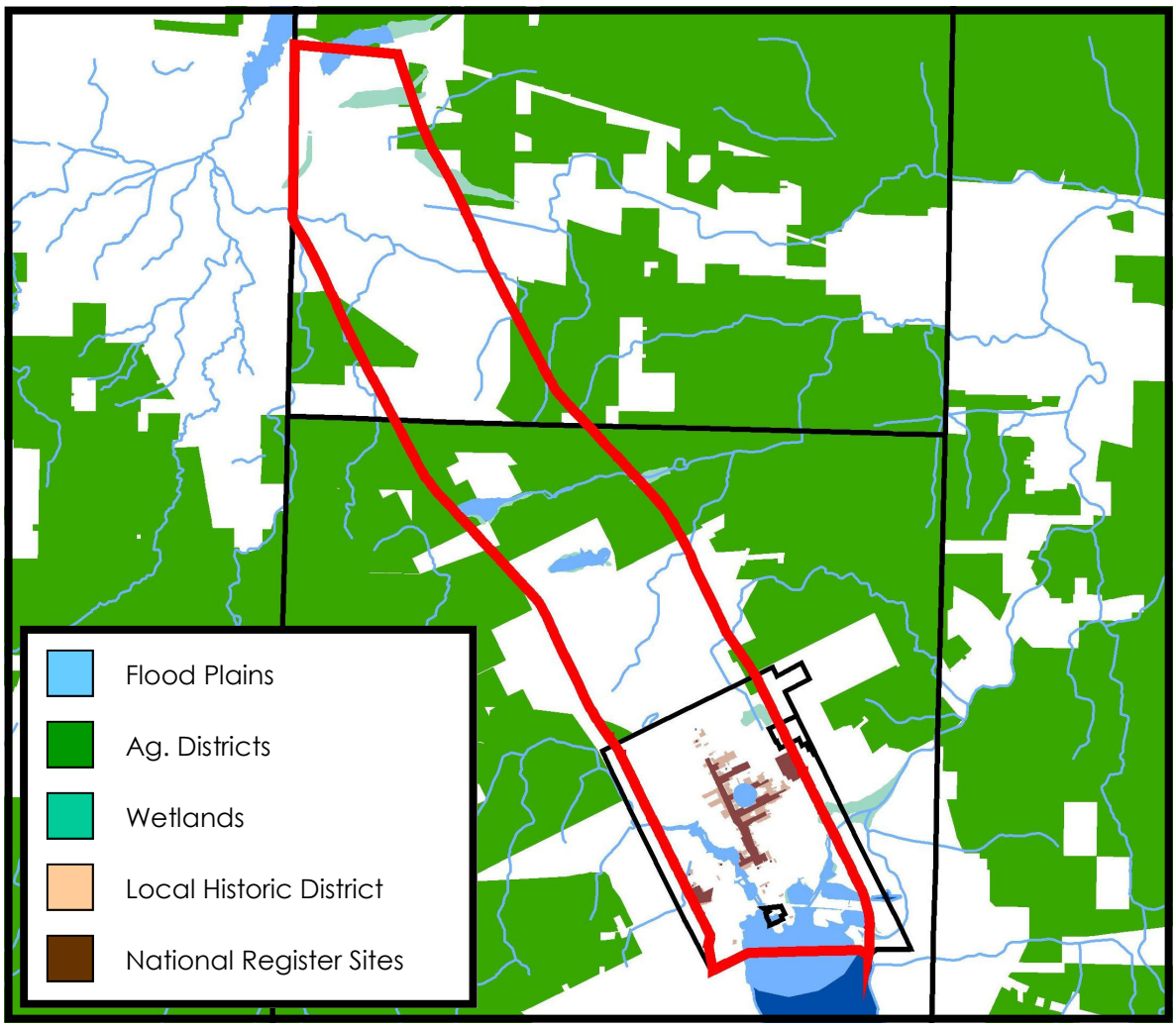
### *Agricultural*

While development pressures have altered the landscape of the corridor over the past 30 years, in terms of land use, agriculture still plays a large role within the Route 332 study area. The majority of existing agricultural land is located in the center of the corridor between the development growth zones near the Thruway and adjacent to the City of Canandaigua.

Of the 2,700 acres of agricultural land within the corridor, two-thirds are potentially productive agricultural land but are not currently being used for field crops or livestock operations. Of the 900 plus acres currently used for agriculture, 80 percent is used in the production of field crops with the remaining parcels devoted to livestock operations.

As stated, the majority of farmland is located in the central portion of the corridor to the north and south of Canandaigua-Farmington Townline Road between County Road 41 and Yerkes Road. Within this area, fallow fields and those still used for crop production lie on large, contiguous parcels to the east and west of Route 332 with many possessing frontage to the road itself.

Map 5 - Ag. Districts, Historic Districts, Flood Plains, Wetlands



Map 5 on the preceding page shows County Agricultural Districts (Ag. Districts) as well as other factors influencing land development such as historic districts, wetlands, and flood plains. The pattern of agricultural land in the central portion of the Route 332 corridor is evident from the map. The white area (i.e. non-ag. district land) across the top of the map reflects the NYS Thruway corridor. The upper left (northwest) corner of the map is also white and shows the absence of ag districts in more highly desirable development areas adjacent to Monroe County. It is clear that the small "connector" of agricultural district land across the center of the Route 332 corridor (see also Map 3, page 10) is a remaining buffer that physically and visually separates the Canandaigua area from the general development of Rochester metropolitan area.

**Future Land Uses**

With this development, increased traffic from new residents and workers in the study area has followed and continues to do so.

While the majority of population growth in the study area municipalities over the 20-year period occurred in the first ten years (1980 to 1990), the widening of Route 332 to accommodate the increased traffic resulting from this population increase will undoubtedly lead to further growth in population and physical development.

## 6. Corridor Build-out Analysis

The Route 332 Corridor Build-out Analysis provides a study of the corridor that examines existing land uses, and opportunities and constraints for future uses of the land along the corridor based on regulatory controls and environmental factors.

These factors provide the inputs to determine probable growth scenarios along the corridor in the form of build out analyses by the type and amount of development– residential, commercial, and industrial.

### *Parcel analysis*

Based on the land use analysis in the previous section, the land parcel analysis is a key step in determining zoning capacity and ultimately build-out potential. Every parcel was assigned one of three categories:

- fully built out, meaning that it was developed and that under current zoning no lot subdivision or development could take place
- partially developable, meaning that the parcel had some development on it, but it was large enough to be subdivided and potentially further developed
- fully developable, meaning that the land was agricultural land with no restrictions on it, or vacant land that could be fully developed

A total of 6,179 parcels containing 10,230.44 acres were analyzed in the study area. The average parcel size is 1.6557 acres

**City of Canandaigua**

3451 parcels in corridor
2,439.06 total acres
Average parcel size: 0.71 acres

Partially developable land: 1,035.65 acres, 42.46% of the city's land within the corridor
Fully developable: 206.8 acres, 8.48% of the city's land within the corridor

**Town of Canandaigua**

485 parcels in corridor
3,945.98 total acres
Average parcel size: 7.96 acres

Partially developable land: 1119.16 acres, 28.36% of the town's land within the corridor
Fully developable: 711.92 acres, 18.04% of the town's land within the corridor

**Town of Farmington**

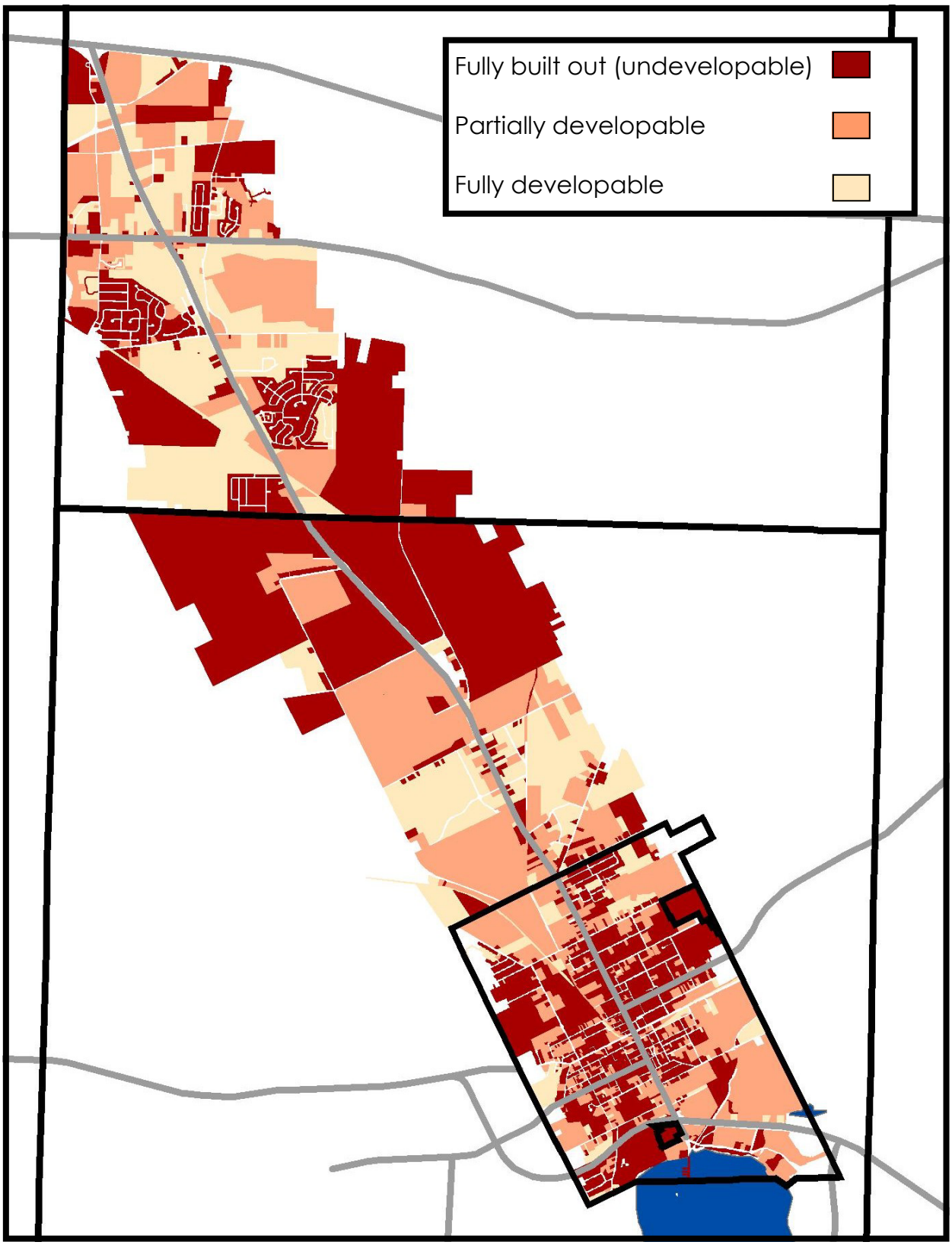
2,243 parcels in corridor
3,845.4 total acres
Average parcel size: 1.712 acres

Partially developable land: 1,014.25 acres, 26.38% of the town's land within the corridor
Fully developable: 1,290.26 acres, 33.55% of the town's land within the corridor

### *Analysis Methodology*

The analysis was conducted using existing zoning regulations. These were reviewed for minimum lot size requirements in the various jurisdictions and zoning districts. Utilizing GIS technology, parcels were selected based on land use codes and parcel size. Parcels having an area less than twice the minimum lot size were considered to be

Map 6 - Parcel Build-out Status



fully developed (the reason being that no subdivision of the lot could occur because the resulting lots would be less than the minimum required size). Vacant or agricultural parcels not located in agricultural districts were considered to be fully developable, and the potential number of future lots in each parcel was calculated using the minimum lot size. Parcels containing some development but that were also large enough to subdivide were the most difficult to analyze. The development potential of these parcels was calculated the same as undeveloped land but weighted with a factor of 0.6 to account for existing development already on the land. This factor of 0.6 was based on analysis of a sampling of parcels and interpretation of aerial photographs of the corridor.

The raw acreage calculated was then converted into either number of units for residential zones or commercial or industrial square footage for those zones. The result of this initial analysis was a 'zoning capacity' (see Table 6) that was then used to base future growth scenarios on.

**Table 6 - Corridor Zoning Capacity**

| Municipality | Gross legal zoning capacity* | Actual legal zoning capacity** | Probable zoning capacity*** |
|---|---|---|---|
| | | | |
| **Town of Canandaigua** | | | |
| Residential units | 1,850 | 1,573 | 1,550 |
| Commercial square footage | 4,462,000 | 3,792,700 | 1,950,000 |
| Industrial square footage | 3,945,000 | 3,353,250 | 1,972,000 |
| | | | |
| **Town of Farmington** | | | |
| Residential units | 3,600 | 3,060 | 2,900 |
| Commercial square footage | 10,930,000 | 9,290,500 | 8,510,000 |
| Industrial square footage | 6,369,000 | 5,413,650 | 4,980,000 |
| | | | |
| **City of Canandaigua** | | | |
| Residential units | 2,150 | 1,828 | 1,325 |
| Commercial square footage | 1,416,000 | 1,203,600 | 796,000 |
| Industrial square footage | 3,121,000 | 2,652,850 | 1,560,000 |
| | | | |
| * Includes factors impacting development such as minimum lot size, coverage, wetlands and floodplains | | | |
| ** Includes additional factors such as lot configuration and internal circulation that reduces amount of developable land | | | |
| *** Based on actual development that does not reach the legal allowable coverage/lot size for reasons such as marketability, etc. (based on past projects in the corridor) | | | |

### *Growth Scenarios*

For the City of Canandaigua, it was assumed that 100% of future growth would occur in the Route 332 Corridor since virtually all of the city's area was in the corridor.

For the Town of Canandaigua, it was assumed that 50% of future residential growth and 90% of future commercial and industrial growth would occur in the Route 332 Corridor. This was based on the town's comprehensive plan as well as current zoning areas and water and sewer services.

For the Town of Farmington, it was assumed that 50% of future residential growth and 85% of future commercial and industrial growth would occur in the Route 332 Corridor. This was based on the town's comprehensive plan as well as current zoning areas and water and sewer services.

### *Build-out Results*

Residential rates of growth for all three municipalities were based on G/FLRPC population forecasts as well as an analysis of residential building permit data and average household size. This may account for the liberal growth rates and relatively short build-out time frames. It also may highlight the fact that the amount of land zoned for residential purposes is close to what is considered "healthy" for a residential development market scenario. Fi-

nally, some of the shorter build-out time frames are influenced by recent trends to larger and larger lot sizes, regardless of what the legal minimum is.

Commercial and industrial rates of growth were based on an analysis of G/FLRPC Land Use Monitoring Reports, which in turn is based on municipal building permits, for the past five years. This may account for the conservative growth rates and extremely long build-out time frames. It also highlights the fact that the amount of land zoned for commercial and industrial purposes is far in excess of what is necessary to accommodate foreseeable growth and could potentially "skew" the development market for these land uses.

This projection of recent trends gave the forecasted rate of growth. The slower rate of growth and the faster rate of growth were based on the forecasted rate with different weighting factors applied (0.5 and 1.5 respectively) to see potential time frames should development slow down or speed up from what has been occurring in the recent past (the relative strength or weakness of the local and regional economy was seen as the primary driving force behind slower or faster rates of growth).

Please see Tables 7, 8, and 9, below and on the following page for complete build-out results.

**Table 7 - 332 Corridor Residential Build-out Summary**

| | Estimated Total Additional Residential Units in Permitted in Corridor by Existing Zoning | Slower rate of growth | Forecasted rate of growth | Faster rate of growth |
|---|---|---|---|---|
| **City of Canandaigua** | 1,325 | | | |
| % Built out in 2025 | | 11% | 23% | 34% |
| % Built out in 2050 | | 24% | 49% | 73% |
| % Built out in 2100 | | 51% | 101% | 152% |
| Year 100 % build out is reached | | 2192 | 2096 | 2064 |
| | | | | |
| **Town of Canandaigua** | 1,550 | | | |
| % Built out in 2025 | | 18% | 35% | 53% |
| % Built out in 2050 | | 38% | 76% | 114% |
| % Built out in 2100 | | 78% | 156% | 235% |
| Year 100 % build out is reached | | 2124 | 2062 | 2041 |
| | | | | |
| **Town of Farmington** | 2,900 | | | |
| % Built out in 2025 | | 22% | 45% | 67% |
| % Built out in 2050 | | 48% | 95% | 143% |
| % Built out in 2100 | | 98% | 196% | 295% |
| Year 100 % build out is reached | | 2058 | 2049 | 2019 |

| Table 8 - 332 Corridor Commercial Build-out Summary | | | | |
|---|---|---|---|---|
| | **Estimated Total Additional Space Permitted in Corridor by Existing Zoning (in square feet)** | **Slower rate of growth** | **Forecasted rate of growth** | **Faster rate of growth** |
| **City of Canandaigua** | 796,000 | | | |
| % Built out in 2025 | | 8.2% | 16.6% | 24.9% |
| % Built out in 2050 | | 17.7% | 35.4% | 53.1% |
| % Built out in 2100 | | 36.6% | 73.1% | 109.7% |
| Year 100 % build out is reached | | 2265 | 2133 | 2088 |
| | | | | |
| **Town of Canandaigua** | 1,950,000 | | | |
| % Built out in 2025 | | 2.0% | 4.1% | 6.1% |
| % Built out in 2050 | | 4.3% | 8.7% | 13.0% |
| % Built out in 2100 | | 8.9% | 17.9% | 26.9% |
| Year 100 % build out is reached | | 3300 | 2542 | 2433 |
| | | | | |
| **Town of Farmington** | 8,510,000 | | | |
| % Built out in 2025 | | 0.3% | 0.7% | 1.0% |
| % Built out in 2050 | | 0.7% | 1.4% | 2.1% |
| % Built out in 2100 | | 1.5% | 2.9% | 4.4% |
| Year 100 % build out is reached | | 8675 | 5337 | 4225 |

| Table 9 - 332 Corridor Industrial Build-out Summary | | | | |
|---|---|---|---|---|
| | **Estimated Total Additional Space Permitted in Corridor by Existing Zoning (in square feet)** | **Slower rate of growth** | **Forecasted rate of growth** | **Faster rate of growth** |
| **City of Canandaigua** | 1,560,000 | | | |
| % Built out in 2025 | | 0.5% | 1.1% | 1.6% |
| % Built out in 2050 | | 1.1% | 2.3% | 3.4% |
| % Built out in 2100 | | 2.3% | 4.7% | 7.0% |
| Year 100 % build out is reached | | 6160 | 4080 | 3387 |
| | | | | |
| **Town of Canandaigua** | 1,972,000 | | | |
| % Built out in 2025 | | 1.7% | 3.4% | 5.1% |
| % Built out in 2050 | | 3.7% | 7.3% | 10.9% |
| % Built out in 2100 | | 7.5% | 15.1% | 22.6% |
| Year 100 % build out is reached | | 3547 | 2644 | 2516 |
| | | | | |
| **Town of Farmington** | 4,980,000 | | | |
| % Built out in 2025 | | 0.7% | 1.4% | 1.8% |
| % Built out in 2050 | | 1.4% | 2.9% | 3.9% |
| % Built out in 2100 | | 3.0% | 6.0% | 8.0% |
| Year 100 % build out is reached | | 5255 | 3627 | 3221 |

## 7. Cost of Services

It has long been recognized that different land uses have different fiscal impacts for public entities. For example, residential development requires services such as road maintenance, refuse removal, water and sewer infrastructure, schools, libraries, and public safety services that other types of development do not need to the same degree or at all. Taxes collected from residential properties usually do not cover the cost of providing services to these properties and the difference must be made up in other ways.

Commercial development is often touted by as a way of increasing tax revenue without costing the community more money in increased services. However, commercial development, especially industrial or office development, often drives residential development as people seek to live close to where they work.

Agricultural land and open space are ultimately the most cost effective land uses for a municipality as they require few services in return for the taxes they pay.

This concept of land uses and their associated costs is often expressed in a number called a 'cost of services' (COS) ratio. This ratio is expressed as a "cost" for every dollar collected in revenue for a particular land use. For instance, agriculture, open space, or vacant land may have a ratio of .27. Therefore, these land uses cost the municipalities 27 cents for every dollar in revenue collected. Alternatively, residential land uses might have a ratio of 1.22, costing the municipality $1.22 for every dollar of revenue collected.

Many municipalities have had these numbers calculated in recent years, including the Town of Farmington (see Table 1). After reviewing over two dozen municipalities throughout the northeastern United States, G/FLRPC ultimately used Farmington's ratio numbers in conducting the fiscal impact analysis.

**Table 10 - Farmington Cost of Service (COS) Ratios**

| | Cost of Service Ratios | | |
|---|---|---|---|
| **Municipality** | **Ag/Open Space** | **Com/Indust** | **Residential** |
| Farmington, NY | 0.72 | 0.27 | 1.22 |

Source: Kinsman et al., 1991

## 8. Municipal Revenue

Genesee/Finger Lakes Regional Planning Council acquired and compiled the assessed property values in the three municipalities as well as their respective municipal tax rates (See Tables 11 and 12 on the following page)

**Table 11 – Assessed Value**

| | Assessed Value |
|---|---|
| **City of Canandaigua** | |
| | |
| Agriculture | $0 |
| Residential | $284,353,400 |
| Vacant | $8,934,900 |
| Commercial | $225,981,700 |
| Public | |
| **Total** | **$519,270,000** |
| | |
| **Town of Canandaigua** | |
| | |
| Agriculture | $23,691,510 |
| Residential | $459,645,597 |
| Vacant | $29,791,850 |
| Commercial | $159,955,356 |
| Public | |
| **Total** | **$673,084,313** |
| | |
| **Town of Farmington** | |
| | |
| Agriculture | $22,273,800 |
| Residential | $277,204,300 |
| Vacant | $20,066,110 |
| Commercial | $121,462,563 |
| Public | |
| **Total** | **$441,006,773** |

Source: Ontario County Real Property Tax Services

**Table 12 – Municipal Tax Rates**

| | Municipal Tax Rate |
|---|---|
| **City of Canandaigua** | 6.615634 |
| **Town of Canandaigua** | 0.916745 |
| **Town of Farmington** | 1.454983 |

Source: Ontario County Real Property Tax Services

These rates were then applied to the assessed value figures to obtain an approximation of how much revenue is collected by the municipalities on the basis of property assessment and local taxation (See Table 13 on the following page). Note: these figures do not represent the total municipal budget due to outside funding sources, fees, etc.

**Table 13 – Revenue**

| A | B | C | D | E |
|---|---|---|---|---|
| | Percent of Total Land-Existing | Assessed Value | Municipal Tax Rate | Revenue Derived from Local Taxes (C x D) |
| **City of Canandaigua** | | | | |
| | | | | |
| Agriculture | 0.00% | $0 | 6.615634 | $0 |
| Residential | 39.32% | $284,353,400 | 6.615634 | $1,881,178 |
| Vacant | 12.20% | $8,934,900 | 6.615634 | $59,110 |
| Commercial | 31.28% | $225,981,700 | 6.615634 | $1,495,012 |
| Public | 17.20% | | | |
| **Total** | | **$519,270,000** | | **$3,435,300** |
| | | | | |
| **Town of Canandaigua** | | | | |
| | | | | |
| Agriculture | 50.16% | $23,691,510 | 0.916745 | $21,719 |
| Residential | 24.54% | $459,645,597 | 0.916745 | $421,378 |
| Vacant | 18.46% | $29,791,850 | 0.916745 | $27,312 |
| Commercial | 4.99% | $159,955,356 | 0.916745 | $146,638 |
| Public | 1.87% | | | |
| **Total** | | **$673,084,313** | | **$617,047** |
| | | | | |
| **Town of Farmington** | | | | |
| | | | | |
| Agriculture | 59.25% | $22,273,800 | 1.454983 | $32,408 |
| Residential | 19.58% | $277,204,300 | 1.454983 | $403,328 |
| Vacant | 15.87% | $20,066,110 | 1.454983 | $29,196 |
| Commercial | 4.79% | $121,462,563 | 1.454983 | $176,726 |
| Public | 0.51% | | | |
| **Total** | | **$441,006,773** | | **$641,657** |

## 9. Municipal Expenditures

Expenditures were then calculated by land use based on the Cost of Services (COS) described previously. By subtracting the expenditures from the revenue, a surplus or deficit for that particular category of land use is obtained. Table 14 shows that in all three municipalities the revenue from commercial and agricultural land "subsidizes" the costs of servicing residential land.

### Table 14 - Expenditures-Current

| A | B | C | D | E | F | G |
|---|---|---|---|---|---|---|
| | Percent of Total Land-Existing | Assessed Value | Municipal Tax Rate | Revenue Derived from Local Taxes (C x D) | Expenditures (E x COS* ratio #) | Surplus/deficit |
| **City of Canandaigua** | | | | | | |
| | | | | | | |
| Agriculture | 0.00% | $0 | 6.615634 | $0 | $0 | $0 |
| Residential | 39.32% | $284,353,400 | 6.615634 | $1,881,178 | $2,295,037 | -$413,859 |
| Vacant | 12.20% | $8,934,900 | 6.615634 | $59,110 | $42,559 | $16,551 |
| Commercial | 31.28% | $225,981,700 | 6.615634 | $1,495,012 | $403,653 | $1,091,359 |
| Public | 17.20% | | | | | |
| **Total** | | **$519,270,000** | | **$3,435,300** | **$2,741,250** | $694,051 |
| | | | | | | |
| **Town of Canandaigua** | | | | | | |
| | | | | | | |
| Agriculture | 50.16% | $23,691,510 | 0.916745 | $21,719 | $15,638 | $6,081 |
| Residential | 24.54% | $459,645,597 | 0.916745 | $421,378 | $514,081 | -$92,703 |
| Vacant | 18.46% | $29,791,850 | 0.916745 | $27,312 | $19,664 | $7,647 |
| Commercial | 4.99% | $159,955,356 | 0.916745 | $146,638 | $39,592 | $107,046 |
| Public | 1.87% | | | | | |
| **Total** | | **$673,084,313** | | **$617,047** | **$588,975** | $28,071 |
| | | | | | | |
| **Town of Farmington** | | | | | | |
| | | | | | | |
| Agriculture | 59.25% | $22,273,800 | 1.454983 | $32,408 | $23,334 | $9,074 |
| Residential | 19.58% | $277,204,300 | 1.454983 | $403,328 | $492,060 | -$88,732 |
| Vacant | 15.87% | $20,066,110 | 1.454983 | $29,196 | $21,021 | $8,175 |
| Commercial | 4.79% | $121,462,563 | 1.454983 | $176,726 | $47,716 | $129,010 |
| Public | 0.51% | | | | | |
| **Total** | | **$441,006,773** | | **$641,657** | **$584,130** | $57,527 |
| | | | | | | |
| * Cost of Services | | | | | | |

## 10. Fiscal Impact of Build-out

The preceding section shows the relationship between current land use and current municipal finances. The results of the Build-out Analysis were used to show the future relationship between land use, as projected by the build out, and municipal finances.

Table 6, below, shows the future fiscal impact of changing land uses. It assumes that the Municipal Tax Rate and the Assessed Value by land use will remain constant. The change in Percent of Total Land-Future is derived from the Zoning Capacity and Build Out Analysis (Tables 6 through 9). By using the Percent of Total Land-Future, the Future Assessed Value was derived as well as the future Expenditures and Surplus/Deficit.

Two general trends can be seen in the Fiscal Impact of the Buildout Analysis. Because residential land use tends to have a negative fiscal impact on municipalities (expenses for services are greater then revenue for taxes), where it is projected that there will be a significant increase in Residential land use (largely at the expense of current vacant land), there tends to be a significant negative impact on the municipal budget (City and Town of Canandaigua). Conversely, where it is projected that the Residential Percent of Total Land-Future remains approximately the same, there is little or no impact to the municipal budget.

Table 15, on the next page, shows the future fiscal impact of changing land uses**.**

## Table 15 - Expenditures-Future (Fiscal Impact)

| A | I | J | K | L | M | N | O |
|---|---|---|---|---|---|---|---|
| | Percent of Total Land-Future | Percent Increase/Decrease | Future Assessed Value | Municipal Tax Rate | Revenue Derived from Local Taxes (K x L) | Expenditures (M x COS* ratio #) | Surplus/deficit |
| **City of Canandaigua** | | | | | | | |
| | | | | | | | |
| Agriculture | 0.00% | | | 6.615634 | | $0 | $0 |
| Residential | 73.76% | 34.44% | $382,284,711 | 6.615634 | $2,529,056 | $3,085,448 | -$556,392 |
| Vacant | 0.00% | | $0 | 6.615634 | $0 | $0 | $0 |
| Commercial | 22.54% | 8.74% | $206,230,899 | 6.615634 | $1,364,348 | $368,374 | $995,974 |
| Public | 3.70% | | $0 | | | | |
| **Total** | | | **$588,515,610** | | **$3,893,404** | **$3,453,822** | **$439,582** |
| | | | | | | | |
| **Town of Canandaigua** | | | | | | | |
| | | | | | | | |
| Agriculture | 52.20% | 2.04% | $24,174,817 | 0.916745 | $22,162 | $15,957 | $6,205 |
| Residential | 40.06% | 15.52% | $530,982,594 | 0.916745 | $486,776 | $593,866 | -$107,091 |
| Vacant | 0.00% | -18.46% | $0 | 0.916745 | $0 | $0 | $0 |
| Commercial | 6.08% | 1.09% | $161,698,869 | 0.916745 | $148,237 | $40,024 | $108,213 |
| Public | 1.66% | | | | | | |
| **Total** | | | **$716,856,280** | | **$657,174** | **$649,847** | **$7,327** |
| | | | | | | | |
| **Town of Farmington** | | | | | | | |
| | | | | | | | |
| Agriculture | 69.32% | 10.07% | $24,516,772 | 1.454983 | $35,671 | $25,683 | $9,988 |
| Residential | 20.34% | 0.76% | $279,311,053 | 1.454983 | $406,393 | $495,799 | -$89,406 |
| Vacant | 0.00% | -15.87% | $0 | 1.454983 | $0 | $0 | $0 |
| Commercial | 10.34% | 5.55% | $128,203,735 | 1.454983 | $186,534 | $50,364 | $136,170 |
| Public | 0.00% | | | | | | |
| **Total** | | | **$432,031,560** | | **$628,599** | **$571,847** | **$56,752** |
| | | | | | | | |
| * Cost of Services | | | | | | | |

## 11. Conclusion

The results of the build-out analysis and corresponding fiscal impact analysis measure the impacts of the projected development on public finances. The increased development along the corridor will require additional public expenditures to provide similar levels of service while also generating additional revenues for local governments.

The end result of the build-out and fiscal impact analyses will be to allow policymakers and citizens to view whether the projected development is representative of their visions for the corridor, and if this development will "pay for itself" or result in surpluses or deficits that will impact the communities in the study area, as well as areas outside the corridor.